

# Backing A Mule To Win

Personification of Ob-  
stinacy Will Be  
Placed in Panama-  
Pacific Exposition as  
the Best Drawing

Card  
of  
State's  
Exhibit

members of the Missouri Commission have decided that the exhibits of the State, which will be aside from the building, will be shown under five classes. Each member of the commission will superintend a separate department.

"Commissioner John L. McNatt of Aurora, will have in charge the mines and metallurgy exhibit; Commissioner Norman M. Vaughan, 1420 Syndicate Trust Building, education and art; John A. Cunningham, Caruthersville, agriculture; W. A. Dallmeyer, Jefferson City, live stock and poultry, and poultry, and W. D. Smith, Prince-



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A few years ago when a certain humorist wished to add to his bank roll by a humorous production, he wrote the book "Through Missouri On a Mule." The book was supposed to be funny. It was a good deal like "Arkansas Traveler." Both make people laugh and both were rather better than the average sellers.

The book was sold in six or eight different countries where the English language is spoken by colonials or by original citizens of the home land. It did a good deal to make Missouri famous and also made the State laughed at.

But the biggest joke of it all is that the Missourians liked the book. They couldn't see anything particularly humorous about riding a mule. "It's just a natural way some folks have of getting about from one place to another," one Missourian from Larissa, Douglas County, explained it. That particular man thought the joke was all on the other fellow who bought the book. "The man who wrote that must have been a Yankee, for it sure is a Yankee trick," the Larissa man declared.

The Larissa man has a cousin who is working on plans for the big world's fair in San Francisco in 1915. The cousin was told to draw some plans for the Missouri exhibit and was instructed to put in some "mule stalls." He thought there must be a mistake.

"Mules are just the most obstinate creatures of the universe," said the architect. "No one would want to exhibit them."

The architect rapidly developed mule-like tendencies when the man, who had instructed him to draw the plans, told him to go ahead with the stalls. He became so obstinate that the boss had to take him into his confidence.

"Mules are a great asset of our State," said the boss. "We are proud of them and want to show them off. Don't you know that the income from mules in our State is greater than that from the Alaskan gold fields? We have shipped mules to Australia, South Africa and South America. The army buys its mules from us and we want to put them in the hall of fame so the world can see how we forged to the front."

On the mule the State intends to make its bid for fame. The men who are getting up the exhibit for the State have decided to place the mule on the big list of important exhibits, too. There will be exhibits from the mines and factories and other farm exhibits.

When the question of what would go into the exhibit came up before the commissioners, some one suggested the mule and the hen. The idea met with some opposition. Some of the commissioners thought a peacock and a bed of roses would look better.

"Anybody can put up a pretty exhibit," said one of the commissioners, "but it isn't everybody who has as many fine mules and hens as we have."

At the close of the debate it was decided to give the first honors to the mule and the hen.

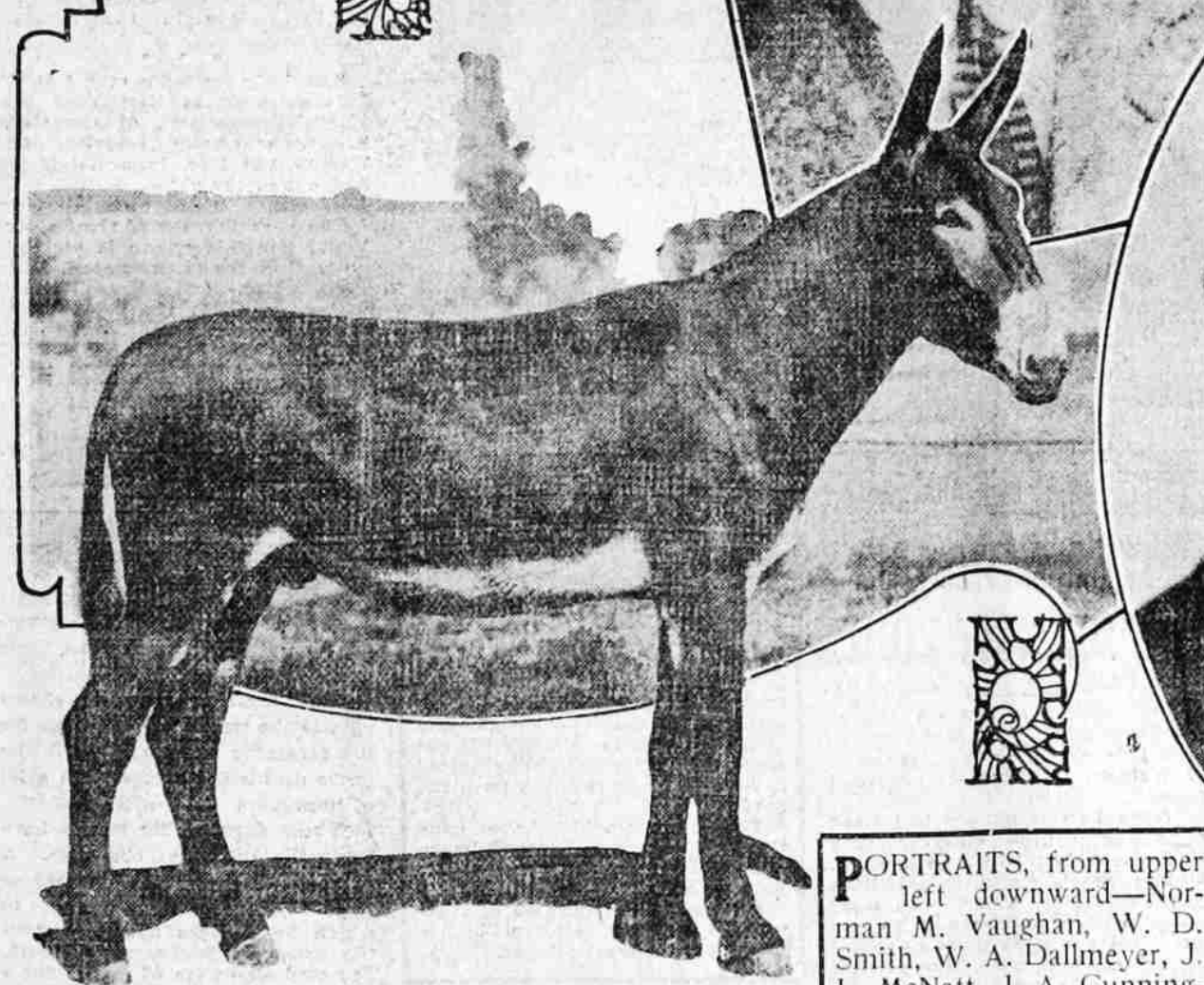
**POULTRY PRODUCTS**  
TOTAL \$100,000.

T. E. Quisenberry of Mountain Grove, director of the State Poultry Experiment Station, in speaking of the poultry production of the State, said:

"Our State Labor Bureau a few days ago sent out a report that the surplus poultry and eggs and feathers marketed by the farmers of this State last year, amounted to about \$100,000. The same report showed that the poultry products, including the poultry and eggs consumed at home as well as those marketed, made the total poultry products of Missouri amount to



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**PORTRAITS**, from upper left downward—Norman M. Vaughan, W. D. Smith, W. A. Dallmeyer, J. L. McNatt, J. A. Cunningham. Upper right and lower left—Two Missouri mules.

about \$100,000,000 each year.

"The poultry and eggs that are marketed in Missouri do not come from large commercial poultry farms, but they come from practically every farm in the State. Nearly every farmer has from fifty to 500 hens on his place, and they consume a great many bugs, worms, grasses, waste grains, etc., from which the farmer would realize but little or nothing if it were not for the poultry kept upon the farm."

"The poultry industry is being placed upon safer and safer grounds than ever before, and on account of scarcity of meat animals and because of the fact that our government is now importing millions of pounds of beef and pork from other countries, poultry and eggs are certain to increase in value and in importance."

"The plans of the Missouri Commission, Panama-Pacific International Exposition, to be held in San Francisco in 1915, for their State Building, have been approved by the exposition officials and the work of construction will soon begin."

"The site is 200 by 400 feet and fronts on San Francisco Bay. The building will be 64 by 120 feet. It will contain a reception hall 40 by

80 feet, which will jointly serve as an auditorium, ballroom and reception hall. There will be installed in this part of the building a stage adequate for lectures, entertainments, etc. At one end of the building will be a moving picture apparatus. This will be used to show the resources and scenes of Missouri.

"The exterior of the building will be attractive in the extreme and of colonial style. A balcony will run around the entire inside structure. The second floor will be fitted with apartments. Ample restrooms will be provided. The building itself will cost about \$46,000."

"Gov. Elliott W. Major is taking a personal interest in the exposition. He is mindful of the fact that 35,000 former Missourians now reside in California and still take a deep interest in the affairs and achievements of their native State. He realizes that these former residents are watching and waiting for a chance to boost their native State."

"The building will be entirely for social, educational, entertainment and boosting purposes. In order that the greatness of the great commonwealth may be displayed in all its phases to the best advantage the

ton, horticulture. All those interested in either class of exhibits are requested to correspond with the commissioner who has charge of the particular class in which the interest centers.

Governor Major and the members of the commission are especially desirous that the things in which the State surpasses other commonwealths be amply portrayed in its exhibit.

"The Panama-Pacific International Exposition will be in celebration of all times, the completion of the Panama Canal. The rates of the exposition will open to the public on February 20, 1915, and it will remain open until December 4. The site is wondrous in its scenic beauties and will be visited by hundreds of thousands of people from all over the world."

Special rates already have been announced for the fair at San Francisco. These will materially increase the crowds which will visit the exposition or at least take advantage of the rates to visit the

Pacific Coast. The passage of 2-cent fare laws in some States has caused the railroads to be slower to offer rates in recent years.

The Central Passenger Association, meeting in Chicago, has determined the rates to San Francisco during the exposition period and had announced the schedules for the five largest cities in the association's territory. While all the 1915 excursion rates, determined jointly by the railroads, are not binding and do not prevent further reductions, it is prevailing belief of railroad men that the rates already announced will be maintained.

The following are the round-trip fares announced:

Pittsburg, \$51.20; Buffalo, \$52.50; Detroit, \$53.50; Cincinnati, \$51.50;



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Cleveland, \$56.20.

These rates are slightly in excess, proportionately, of the rates from Chicago and points West, recently fixed by the Transcontinental Passenger Association, which met in San Francisco last April. This association fixed a round trip fare from Chicago of \$62.50, and of \$57.50 from St. Louis. The five Eastern cities listed are known as Western trunk line termini and mark the Eastern limit of the jurisdiction of the Central Passenger Association.

The completion of the Panama Canal will be cause for great rejoicing not only on the Pacific Coast, which will then be linked with the East coast, but with all other parts of the world as well.

California, of course, rejoices the most. The following recently appeared in a San Francisco newspaper showing the advantage of the canal to California:

With completion of the Panama Canal it will be possible to ship our surplus apples, oranges, lemons and other fresh fruits direct to London, "from port to port" without rehandling, a desideratum which, it is believed, will be greatly to the advantage of the American product in that world's market. By this method of delivery our perishable fruit, now subject to sevenfold handling in reaching London, will arrive in that market with less

transfer than the products of Spain, Italy or Northern Africa. California shippers regard this advantage as a "tremendous boon" to their industry.

"Already California fruit has made a fair conquest of the London market, strictly upon its merits. Our apples have the first call upon discriminating buyers, while our lemons reach that port in far better condition than the Sicilian lemons. Our best varieties of oranges are practically above competition, as commercial commodities."

"While mere figures are uninteresting, it will be admitted that, in this connection, they are important. Our exports of oranges, when there is a good crop so there is a

We did not export any lemons in 1911, but the year following we shipped abroad 44,355 boxes, and in 1912 we exported 58,428 boxes, valued at \$382,082. Of apples, green or ripe, we exported nearly 1,500,000 barrels in 1911. Two years later the number of barrels sent overseas was 1,920,921, and their value \$7,417,400. The exports of dried apples in good crop years recently have been worth close to \$4,000,000. Of prunes—that great staple dainty of the wealthy—we are now exporting not far from 100,000,000 pounds a year, an item of more than \$5,500,000 annually. Our total fruit exports, including those shipped in tins, come to nearly \$35,000,000 in 1913.

These figures indicate, of course, what has been accomplished in the foreign market with the unfavorable shipping facilities heretofore prevalent. The completion of the canal means a vast and significant change in all this. We now are able to ship cargo lots from Oakland wharves direct to the London docks, without raising a hatch or shifting a box. In this undisturbed state, pre-cooled and carefully packed, our fruit will reach



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surplus over what we eat ourselves, are nearly 1,300,000 boxes, valued at a little more than \$3,300,000.

the great world's clearing house of products in better shape than like products from the south of France.